Puget Sound Regional Council

PSRC

Project Application Form
Due to Countywide Forums: March 29, 2013
(Projects to be reviewed by countywide forums for submittal to regional competition)

Project Application Form
Due to PSRC: May 24, 2013
(Projects selected from the countywide forum for regional competition)

2013 Rural Town Centers & Corridors Program PSRC Grant Application

****Please read this section before completing the application****

The importance of complete and accurate information on every application cannot be overemphasized. The review and evaluation of all submitted projects will be based on the answers provided in this application. A project's suitability for competing regionally may be compromised if the application is found to have omissions or inaccuracies.

Sponsors of projects recommended for funding as a result of the competition should be aware that information provided on this application will be used in the future to monitor compliance with PSRC's adopted project tracking policies. It is also important to remember that funds are awarded to projects, not agencies. Please refer to PSRC's website for more information on the project tracking program: www.psrc.org/transportation/tip/tracking.

Deadlines: Sponsors interested in competing for funds from the regional Rural Town Centers and Corridors (RTCC) Program must first complete this application and submit it to their respective countywide organizations for review and potential selection (Part 1) for participation in the regional competition by **12:00pm Friday, March 29, 2013.**

The twelve (12) projects selected for the regional competition (Part 2) by their respective countywide organizations must then submit their completed application to PSRC by **1:00pm Friday, May 24, 2013** for participation in the regional competition.

Electronic copies of all applications are required. **Email completed applications as attachments to:** tipapp@psrc.org Please enter RTCC in your email's subject line to ensure that these applications can be easily differentiated from other communications received.

It is important to provide complete, detailed responses, but please be as concise as possible. Additional supporting information such as maps and other diagrams are encouraged, but other attachments such as comprehensive plan materials are unnecessary. **Please note:** the project budget spreadsheet is a required attachment; more information is found at question 13c.

If you are unable to email the application, please mail a paper copy to the address below. **Applications should be no more than 18 pages**, plus maps and/or other required supporting documentation.

For all other correspondence or information related to the RTCC program, contact:

Jeff Storrar
Puget Sound Regional Council
1011 Western Avenue
Seattle, WA 98104
(206) 587-4817

PROJECT IDENTIFICATION and DESCRIPTION

Questions 1 – 9 required for ALL Applications – CAPITAL applications should also complete question 10

1

PROJECT TITLE: SR 202 Kimball Creek Bridge Replacement

Indicate below whether this project application is for a PLANNING or CAPITAL project.

☐ PLANNING ☒ CAPITAL

2

TRANSPORTATION 2040 ID# N/A

- Multiple Transportation 2040 projects may be identified, if appropriate. If so, please separate the IDs with a comma.
- Some projects may be below the threshold for assignment of a Transportation 2040 ID number, and are therefore exempt from this process. Please confirm ID with PSRC staff before entering "N/A" in this field.

a. What is the project's Transportation 2040 status?

For assistance in identifying the Transportation 2040 ID number and status, contact Kimberly Scrivner at kscrivner@psrc.org or (206) 971-3281 or refer to www.psrc.org/transportation/t2040/projects-and-approval/

3

LEAD AND PARTNERSHIP AGENCIES

Lead Sponsor Agency City of Snoqualmie

List Applicable Partnership Agencies Involved: WSDOT

Project sponsors are reminded they are expected to partner with the appropriate county(s), cities, WSDOT, and any other jurisdictions that might have an interest in a proposed corridor study or be directly affected by implementation of the proposed project.

4

Does sponsoring agency have "Certification Acceptance" status from WSDOT? ☐ Yes ☒ No

For more information on Certification Acceptance and to find a listing of current CA agencies, please refer to www.wsdot.wa.gov/LocalPrograms/LAG/CA.htm.

If not, which agency will serve as CA sponsor? WSDOT

5

PROJECT APPLICATION CONTACT PERSON(S):

Primary contact:Daniel Marcinko	Alternate Contact:Kamal Mahmoud
Address: 38624 SE River St Snoqualmie WA 98065	Address: 38624 SE River St Snoqualmie WA 98065
Phone: 425-831-4919	Phone: 425-831-4919
Email: dmarcinko@ci.snoqualmie.wa.us	Email: kmahmoud@ci.snoqualmie.wa.us

6

PROJECT DESCRIPTION

Please distinguish between the scope of the project and the justification and/or need for the project.

a. **Project scope:** Please describe clearly and concisely the individual components of the project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.

The design project is a complete replacement of both the SR 202 Kimball Creek Bridge the and Centennial Trail Bridge which is adjacent on the western side of the roadway. The roadway would be widened to meet current WSDOT geometric highway design standards. The bridge would be designed in accordance with WSDOT and AASHTO LRFD Bridge Design standards. The bridges are located just south of the Snoqualmie Parkway intersection.

b. **Project justification, need or purpose:** Please explain the intent, need or purpose of this project. What is the goal or desired outcome?

The existing SR 202 Bridge (Bridge Number 202/61) is a three span concrete T-beam bridge with a total length of 86 feet. The T-beams are integrated into the rectangular columns of the piers and abutments making this a concrete rigid frame structure. The concrete frame detailing does not meet current seismic design and detailing standards. The structure is functionally obsolete with virtually no shoulders on either side and has an inadequate hydraulic opening. The open concrete bridge baluster and curb has been updated with the Standard WSDOT Thrie Beam Rail Retrofit details. The Centennial Trail is a ½-mile paved trail that occurs between the railroad tracks and SR 202 and connects Snoqualmie Falls to historic downtown Snoqualmie. The trail meets the Snoqualmie Ridge Trail at the intersection of SR 202 and Snoqualmie Parkway. The Centennial Trail then continues north to SE 69th Place. To cross Kimball Creek, the trail is on a multi-span bridge composed of a timber deck on recycled railroad flatcars supported on timber bents. It has a clear width of 8.5 feet between the timber balustrade type railings. This current width does not meet the AASHTO or WSDOT Design Manual (Chapter 1515) Shared-Use Path Design Standards, which require a minimum paved width of 10 feet plus minimum 2 foot wide shoulders. Both of the paved trail approaches dip down below the surrounding area and below the flood plain elevation. The bridge middle span is approximately at the same elevation as the adjacent roadway. Bridge approach spans on either end function as ramps between the paved trail at the lower elevations and the middle span of the bridge. As a result these approach spans are also within the flood plain.

The historic downtown is located south along SR202. Snoqualmie Falls is the second most visited tourist attraction in the State and the Snoqualmie Railroad Depot in Snoqualmie's downtown historic district is a national landmark and attracts more than 150,000 visitors each year.

7 **PROJECT LOCATION DATA**

Project Location and Length:

a. County: King
b. Crossroad/landmark nearest to beginning of project: Snoqualmie Parkway
c. Crossroad/landmark nearest to end of project: SE Northern Street
d. Length of project in miles: .02
e. Do sidewalks exist in center(s)? ☐ Yes ☒ No

Safety Data:

f. Is corridor or any portion(s) of the corridor listed by WSDOT as High Accident Corridor (HAC)? ☐ Yes ☒ No

g. IF YES, indicate corridor's history of number of accidents for latest three year period by type of accident: (please attach applicable accident records)

# of property damage-only accidents: # of injuries: # of fatalities:

If needed, list additional accident data for another HAC in overall corridor:

# of property damage-only accidents: # of injuries: # of fatalities:

h. Is proposed location of CAPITAL project listed by WSDOT as High Accident Location (HAL)? ☐ Yes ☒ No

i. If Yes, indicate history of location's accidents for latest three year period by type of accident:

# of property damage-only accidents: # of injuries: # of fatalities:

Traffic Volumes:

If data is available, indicate average daily traffic (ADT) for proposed project by:

j. Highest ADT in corridor/corridor segment (If weekday volumes NOT higher than weekend, note both, i.e., #weekday/#weekend): 9400

	k. Highest ADT in project center (if more than one center, use volume of highest center and note center's name): 9400
8	**MAP** 1. Include a legible 8½" x 11" map of the proposed study corridor (if PLANNING project) or a map indicating project limits (if CAPITAL project). 2. Include a legible vicinity map of general area of study or construction project.
9	**FEDERAL FUNCTIONAL CLASSIFICATION CODE** Please select only one code using the table below the explanation. **Important:** A roadway must be confirmed as being on the approved federally classified roadway system before a CAPITAL project proposing improvements on such roadway may use federal transportation funds (this includes proposed new facilities). Projects on a roadway with a "local" functional classification of 09, 19, 29, or 39 are not eligible to use federal transportation funds unless one of the exceptions below applies. If your project is an exception, identify its functional class code as "00." **Examples of Exceptions:** • Any bicycle and/or pedestrian project. • Any transit project, including equipment purchase and park-and-ride lot projects For more information on functional classification, please refer to www.wsdot.wa.gov/mapsdata/travel/hpms/functionalclass.htm. For assistance determining functional classification, contact Stephanie Rossi at srossi@psrc.org or 206-971-3054.

	Rural Functional Classifications "Under 5,000 population" (Outside federal-aid urbanized and federal-aid urban areas)	Urban Functional Classifications "Over 5,000 population" (Inside federal-aid urbanized and federal-aid urban areas)
	☐ 00 Exception ☐ 01 Principal Arterial - Interstate ☐ 02 Principal Arterial ☒ 06 Minor Arterial ☐ 07 Major Collector ☐ 08 Minor Collector ☐ 09 Local Access ☐ 21 Proposed Principal Arterial – Interstate ☐ 22 Proposed Principal Arterial ☐ 26 Proposed Minor Arterial ☐ 27 Proposed Major Collector ☐ 28 Proposed Minor Collector ☐ 29 Proposed Local Access	☐ 00 Exception ☐ 11 Principal Arterial – Interstate ☐ 12 Principal Arterial – Expressway ☐ 14 Principal Arterial ☐ 16 Minor Arterial ☐ 17 Collector ☐ 19 Local Access ☐ 31 Proposed Principal Arterial – Interstate ☐ 32 Proposed Principal Arterial – Expressway ☐ 34 Proposed Principal Arterial ☐ 36 Proposed Minor Arterial ☐ 37 Proposed Collector ☐ 39 Proposed Local Access

PLAN CONSISTENCY and COMPATIBILITY INFORMATION

All projects must be consistent with a comprehensive plan that has been certified by PSRC as being consistent with the Growth Management Act, VISION 2040 and Transportation 2040. Projects must be consistent with the comprehensive plan of each jurisdiction in which the project is located. If a comprehensive plan has not been certified, projects located in that jurisdiction may not be included in the Regional TIP. For more information, please refer to www.psrc.org/growth/planreview or contact Yorik Stevens-Wajda at (206) 464-6179 or YStevens-Wajda@psrc.org

10 Is the project specifically identified in a local comprehensive plan?

☒ Yes. Indicate (1) plan name, (2) relevant section(s), and (3) page number where it can be found:

(1) Snoqualmie Vicinity Comprehensive Plan 2003 with 2009 amendments, Page 6-32

☐ No. Describe how the project is consistent with the applicable local comprehensive plan, citing specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

N/A

ADDITIONAL PROJECT EVALUATION INFORMATION

Indicate below whether this project application is for a PLANNING or CAPITAL project and follow the corresponding instructions:

☐ Planning Project: Complete section 11 and proceed to section 13.

☒ Capital Project: Complete section 12 and proceed to section 13.

11 Planning Projects: Please answer the following questions:

a) Local and Regional Policy Support

- How does the study either 1) support adopted policies for the rural town center(s) in the comprehensive plans of the respective local jurisdiction(s) or 2) advance the current vision for the rural town center(s)? If supporting adopted policies, please provide citations and a copy of the appropriate page(s) from the plan or policies with your application.

- What steps will be taken in the planning process to ensure that the project fits the intended character of the rural town center or area in which the corridor resides to help better define or provide a clear distinction between rural corridor and rural centers? For instance, will a context sensitive design approach be used that considers preserving the aesthetic, cultural, and environmental resources of the subject area?

- If the project is interjurisdictional in nature, have the appropriate partners been identified and the actions to work together and coordinate on project components been developed?

b) Mobility, Accessibility, and Safety

- What is being addressed by the planning study and what intended impact is it to have on the center(s), such as remedying an existing safety or other transportation problem in the center(s) or along the corridor?

- Does the planning project propose to study improvements or strategies that provide better access to the center(s) from adjacent communities or significantly improve circulation within a center by filling a missing link and/or removing barriers to community mobility?

- Will the planning project address the provision of multimodal improvements that benefit a range of travel modes and user groups either accessing the center(s) or using the corridor?

- Will the planning project study improvements that provide an improved or enhanced pedestrian-oriented environment in the center or along the corridor to the center (s)?

- Will the planning project cover improvements or strategies that contribute to transportation demand management and commute trip reduction opportunities?

c) System Performance and Innovative Solutions

- Will the improvements or strategies in the planning study include improvements that work to increase system reliability and efficiency of travel flows in the center, along a corridor, or both? If yes, will this address time savings for moving freight and goods?

- What will be the timeframe associated with the planning study? Specifically, will the study provide a long-term solution to maximize the efficiency of the transportation system within the rural center or along the connecting rural corridor?

- Does the planning project propose to include studying any particularly innovative facilities or traffic operational concepts?

d) Environmental Justice benefits

- To the degree applicable, please add a brief comment describing how the planning study would address providing access for minority, low-income, and other protected classes, as identified in the President's Order for Environmental Justice. (5 points)

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Capital Projects: Please answer the following questions:

a) Local and Regional Policy Support

- How will the project help the rural town center develop in a manner consistent with the adopted policies or comprehensive plans of the respective local jurisdiction(s)? Please provide citations and copy of the appropriate page(s) from the plan or policies with your application.

  The project aims to upgrade surface transportation assets for the purpose of providing multi-modal improvements that support economic revitalization of the area so that it can be competitive with other bigger retail districts, attract new development to the area and to become a more viable and thriving commercial and recreational destination. The SR 202 Bridge also provides a vital connection between the Snoqualmie Valley rural towns and communities.

- Will the project fit the intended character of the local center or area in which the corridor resides to help better define or provide a clear distinction between rural corridor and rural centers? For instance, does the project include context sensitive design elements that consider preserving the aesthetic, cultural, and environmental resources of the subject area?

  The City desires for the new SR 202 Bridge structure to be a "Gateway" into the community similar to the Mount Si Road Bridge over the Middle Fork of the Snoqualmie River in North Bend. This example bridge is a 240-foot steel Parker through Truss with a 40-foot roadway width. A through tied-arch type bridge could also be considered as a suitable type. Replacing the existing bridge with a single span will allow removing the piers from the waterway. By using a though truss or arch type bridge, the depth of structure will be less than a typical girder supported bridge with benefit to the hydraulic opening and frequent flooding. The project will take advantage of the developable topography, integrating sidewalks, bicycle uses, ADA features, and safe crossings into the design of the project. The project presents the opportunity to strengthen and diversify the City's existing tourism economy, to create more consistent year-round employment opportunities, and probable increases in property values and tax revenue.

b) Mobility, Accessibility, and Safety

- What is the project addressing within the rural town center or along the corridor, and what impact will the project have on the center(s), such as remedying an existing safety or other transportation problem in the center(s) or along the corridor (e.g., vehicular, pedestrian or bicycle safety, congestion, incomplete nonmotorized system, inadequate stops/pullouts for transit service or facilities, etc.

  The existing SR 202 Bridge is functionally obsolete with virtually no shoulders, sidewalks, or a bike lane on either side and has an inadequate hydraulic opening. A new SR 202 Bridge would be designed in accordance with WSDOT and AASHTO LRFD Bridge Design standards. It would consist of 2 (two)-12 foot lanes and 4 foot shoulders and cantilevered segments on both sides to accommodate pedestrian and bicycle uses.

  The Centennial Trail presently crosses Kimball Creek parallel to the old SR 202 Bridge on a separate multi-span bridge composed of a timber deck on recycled railroad flatcars which is supported on timber bents. It has a clear width of only 8.5 feet between the timber balustrade type railings. This current width does not meet the AASHTO or WSDOT Design Manual (Chapter 1515) Shared-Use path design standards, which require a minimum paved width of 10 feet plus minimum 2 foot wide shoulders. The Centennial Trail would be widened and relocated onto a shared-use trail deck cantilevered from the west side of the new bridge. Trail design on the new bridge will meet Federal ADA regulations and WSDOT Design Manual standards.

- Will the project provide better access to the center(s) from adjacent communities or significantly improve circulation within a center by filling a missing link and/or removing barriers to community mobility?

  A new SR 202 Bridge is needed to provide safer and better access to the Snoqualmie Historic downtown center, to adjacent residential and business comunities, and to major transportation centers such as SR 202 and I-90.

  The new bridge will be used by the 170,000 annual guests that visit the Northwest Railway Museum

at the heart of Snoqualmie's historic downtown business district. Additionally, Snoqualmie draws about 1.7 million visitors for its other popular destinations - the Snoqualmie Falls, Salish Lodge & Spa, and the Snoqualmie Casino, which are all in close proximity to the project location. The project will improve access and circulation within the historic business district for all these visitors.

- Will the project be multimodal in nature and benefit a range of travel modes and user groups either accessing the center(s) or using the corridor?

  Yes, the project will provide improved facilities for vehicles, pedestrians, bicyclists, and transit users.

- Will the project help improve or enhance a pedestrian-oriented environment in the center or along the corridor to the center(s)?

  Yes, the project will improve a pedestrian-oriented environment that utilized SR 202/Railroad Ave SE and the Centenial Trail system. New shoulders with ADA facilities will be constructed where none currently exist within the project limits. The Centennial Trail would be widened to current standards and relocated onto a 14 foot wide shared-use trail deck.

- Does the project provide alternatives to driving alone, contributing to transportation demand management and commute trip reduction opportunities?

  Yes. The project includes improvements to the bicycle/pedestrian Centennial Corridor Trail to include this use on a new SR 202 Bridge, which will contribute to transportation demand management and commute trip reduction opportunities.

c) System Performance and Innovative Solutions

- Will the project result in more reliable and efficient travel flows in the center, along a corridor, or both? If yes, will the project result in time savings for moving freight and goods?

  The existing corridor lacks continuous pedestrian/bicycle facilities. The project proposes to replace the substandard SR 202 Kimball Creek Bridge with a new wider bridge that meets current design standards such that it will improve community mobility, safety, and access for bicyclists and pedestrians. The project will also replace the substandard Centennial Trail Bridge with a new cantilevered deck off of the new SR 202 Bridge that will consist of 14 foot wide shared-use trail deck.

  However, there is no anticipated time savings for moving freight and goods within the project limits.

- Will the project provide a long-term solution to maximize the efficiency of the transportation system within the rural center or along the connecting rural corridor?

  Yes, the project provides a long-term solution for the efficiency of the transportation system by providing multi-modal facilities with transit facility improvements and the improvement of the bicycle/pedestrian Centennial Corridor Trail and shared-use roadway.

- Does the project include any particularly innovative facilities or traffic operational concepts?

  The project proposes to replace the existing substandard SR 202 Bridge and substandard Centennial Trail Bridge with a new combined use bridge that will provide for vehicular, pedestrian, and bicycle uses meeting current standards.

d) Environmental Justice benefits

- To the degree applicable, please add a brief additional comment describing how the project provides access for minority, low-income, and other protected classes, as identified in the President's Order for Environmental Justice.

  No businesses or housing will be displaced with this proposed project. The pedestrian, bicycle andtransit improvements will provide improved access for all users. All facilities constructed will be compliant to current ADA regulations and standards.

PROJECT READINESS AND FINANCING

There are two parts to this section, with specific questions for each part identified below: the project's readiness to obligate PSRC funds, and the project's financial plan. The primary objective of the evaluation is to determine whether a sponsor has assembled all of the funding needed to complete the project or phase(s), and when the sponsor will be ready to obligate the requested regional funding. All questions must be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:

- When the sponsor can complete all prerequisites needed to obligate the requested PSRC funding.
- When the sponsor plans to obligate requested PSRC funding.
- The amount and source of secured funding for the project.
- The amount and source of reasonably expected but unsecured funding for the project.
- Whether PSRC's federal funds will complete the project or a phase of the project.

13 **Financial Plan** *(APPLICABLE TO BOTH CAPITAL AND PLANNING PROJECTS)*

Identify the amount of PSRC funds for which you are applying. Indicate the phase(s) requested and the estimated obligation date. Per PSRC's project tracking polices adopted in April 2010, if awarded PSRC's FHWA funds, planning and preliminary engineering/design phases are expected to obligate within the year designated; right of way, construction and/or other phases will receive a one-year grace period beyond the year designated. For more information on PSRC's project tracking program, please go to www.psrc.org/transportation/tip/tracking

Required Match: A minimum of 13.5% match is required for Surface Transportation Program funds.

13a. Identify the amount requested by phase, and identify the estimated date of obligation.

Phase	Amount	Estimated Date of Obligation
PE/Design	**$632,315.00**	**Upon STIP approval**
[select phase]		
[select phase]		

13b. Identify the project phases that will be fully completed if requested funding is obtained:

PE/Design

13c. Project Budget and Schedule

In this section you will be asked to provide information on the financial budget and schedule for the entire project. The required table to provide this information is a separate Excel spreadsheet which you will need to download from PSRC's website at www.psrc.org/funding/rural. Attach the completed spreadsheet, along with this application, to the email submitted to countywide forums and PSRC, if selected to compete in the regional competition.

Please provide information on the financial budget and schedule for the entire project, with amounts and sources of both secured and unsecured funds, by phase. Include all phases in the project, from start to finish, and indicate when each phase will be completed. The requested PSRC funds identified above (13a) must also be reflected in the table. Use as many rows per phase as necessary to reflect the financial plan for each phase.

14 **Project Readiness** *(APPLICABLE TO CAPITAL PROJECTS ONLY)*

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must

be satisfied before federal funding is typically eligible to obligate. These questions are designed to identify those requirements and assist sponsors to:

- Identify which obligation prerequisites and milestones apply to their specific project.
- Identify which of these have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all obligation prerequisites and milestones not yet completed.

In the section below, sponsors will be asked to provide complete information on the status of necessary milestones for the project seeking PSRC funds. Past experience has shown that delays in one phase often result in a delay to subsequent phases. PSRC's project tracking policies require that funds be obligated within a set timeframe or be returned for redistribution. Consequently, sponsors are encouraged to carefully consider the complexity of their project and develop a project schedule that is realistic.

Based on the phase(s) for which PSRC funds are being requested, please answer the questions below. If funds are requested for Planning or Preliminary Engineering/Design only, this section is not required.

14a. If funds are requested for Right of Way:

14a-1: What is the status of Preliminary Engineering/Design?

- Is the PE/Design phase complete? No
- If not, identify all relevant milestones, including the current status and estimated completion date of each. For example:
  - What is the level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?
    - Environmental Impact Statement (EIS) ☐
    - Environmental Assessment (EA) ☐
    - Documented Categorical Exclusion (DCE) ☒
    - Categorical Exclusion (CE) ☒
  - Has the NEPA documentation been approved? Please provide the date of approval, or the anticipated date of completion. No
  - At what stage of completion is your design?
    - Have Preliminary Plans been submitted to WSDOT for approval? no
      - If not, when is this milestone scheduled to be complete? May 2014
    - When are Preliminary Plans expected to be approved? July 2014
  - Are there any other PE/Design milestones not listed above? Please identify and provide estimates dates of completion. No

14a-2: What is the status of Right of Way?

- How many parcels do you need? 0
- What is the zoning in the project area (e.g., commercial, residential, etc.)? commercial/residential
- Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this. N/A
- Does your agency have experience in conducting right of way acquisitions of similar size and complexity? no
- If not, when do you expect a consultant to be selected, under contract, and ready to start? N/A
- Identify all relevant right of way milestones, including the current status and estimated

	completion date of each. For example: o True cost estimate of Right of Way N/A o Right of Way Plans (stamped) N/A o Relocation Plan (if applicable) N/A o Right of Way Certification N/A o Right of Way Acquisition N/A o Certification Audit by WSDOT Right of Way Analyst N/A o Relocation Certification, if applicable N/A **14b. If funds are requested for Construction:** Complete sections 14a-1 and 14a-2 above, and complete 14b below. **14b: What is the status of the milestones for the construction phase?** o Do you have an Engineer's Estimate? Please provide a copy if available. $6,000,000 o Identify the environmental permits needed for the project and when they are scheduled to be acquired. SEPA, NEPA, 404, HPA, Shoreline, Clearing and Grading, scheduled for completion by February 2014. o Is PS&E approved? Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval. October 2014 o When is the project scheduled to go to ad? December 2014 **Note:** for projects awarded PSRC funds through this competition, the information provided above for each milestone will be incorporated into the project's Progress Report for future monitoring, as part of PSRC's project tracking program.
	OTHER CONSIDERATIONS (NO POINTS)
15	**Please describe any additional aspects of your project** not previously addressed in the application that could be relevant to the final project recommendation and decision-making process, particularly those relating to the support of rural town centers and corridors. Note: no points will be given to this section.

REMINDER: When you submit this application, please remember to also attach the Project Budget and Schedule spreadsheet and any maps or other project schematics, if applicable.

Project Budget and Schedule

Complete all entries below; identify sponsor and title, and answer questions 13d, 13e and 13f.

Project Sponsor:	City of Snoqualmie
Project Title:	SR 202 Kimball Creek Bridge Replacement

13d. Project Budget and Schedule

In the table below please provide information on the financial budget and schedule for the entire project. Please indicate amounts and sources of both secured and unsecured funds, by phase. Include all phases in the project, from start to finish, and indicate when each phase will be completed. The requested PSRC funds identified in the application must also be reflected in the table below. Use as many rows per phase as necessary to reflect the financial plan for each phase.

You may add additional rows as needed; if a phase is not required for the project, indicate "n/a." If you need assistance completing this section, contact Tracy Murray at (206) 971-3277 or tmurray@psrc.org.

Phase	Funding Source(s)	Secured / Unsecured	Amount	Schedule
Planning				
Planning				Estimated Phase Completion Date:
Planning				
Planning TOTAL:			**$ -**	
Preliminary Engineering / Design	City	unsecured	$ 98,685	
Preliminary Engineering / Design	PSRC	unsecured	$ 632,315	Estimated Phase Completion Date:
Preliminary Engineering / Design				12/1/14
Preliminary Engineering / Design TOTAL:			**$ 731,000**	
Right of Way				
Right of Way				Estimated Phase Completion Date:
Right of Way				
Right of Way TOTAL:			**$ -**	
Construction				
Construction				
Construction				Estimated Phase Completion Date:
Construction				
Construction				
Construction TOTAL			**$ -**	
Other				
Other				Estimated Phase Completion Date:
Other TOTAL:			**$ -**	
				Estimated Project Completion Date:
TOTAL Estimated Project Cost, All Phases:			**$ 731,000**	

13e. Provide documentation and/or an explanation of the secured funds identified above.
For example, provide web links to a grant award notification, provide the page number of local funds identified for the project in the local 6-year transportation program or transit plan, etc. For more information on the definition of secured/unsecured funds, refer to:
www.psrc.org/assets/7911/Definitions_SecuredandUnsecuredFunding.pdf

13F. Provide additional information on any funds identified in the table above as unsecured. For example, identify the estimated approval date of funds for the project into the local 6-year program; if applying for future grants, indicate when you will apply and to what program; If pursuing a limited improvement district, bonding, or other local funding mechanism, when will that occur and what additional steps are required; etc. For more information on the definition of secured/unsecured funds, refer to :
www.psrc.org/assets/7911/Definitions_SecuredandUnsecuredFunding.pdf

"$98,685 identified above falls under the PSRC definition of funding, "reasonably expected to be secured". Two sources are being contemplated:
1) Residual cash balance in the City's 2011 limited tax general obligation bond fund: The balance is available due to favorable bid results on the original street projects. An opinion of bond counsel is required to expend these funds as grant match and has been requested. The Snoqualmie City Council may be required to take action consistent with bond covenants.
2) Existing general fund balance, street fund balance or real estate excise tax fund balance: cash on hand, in part, beyond current budgetary needs or a diversion from an existing program. Both would require confirmatory action by the City Council.

It is expected that actions to secure the funds would be complete by May 27, 2013."

Estimate for Project budget

Project Title: SR 202 Kimball Creek Bridge **Snoqualmie**
Public Works Department

Date: March 28, 2013
Scope: 100% Design level PS&E
Duration of Scope: 12 months
Estimate Prepared by: Kamal Mahmoud

Breakdown of Work		Estimated Cost
Project Mgmt (QA/QC, Meetings, Invoice, Coordination)		30,000
Data Collection & Review, Field Survey, Base Mapping		15,000
Geotechnical Analysis		20,000
Hydraulics Design		60,000
Bridge Structural Design		352,000
Roadway Design		100,000
Utilities Design and Relocation		50,000
Environmental Permits and Reports		65,000
TOTAL		692,000
Open House	$2,000.00	
Advertis	$2,000.00	
Total	**$4,000.00**	

Subtotal	696,000
contingency 5%	34,800
Total	**730,800**

Washington State Department of Transportation

Lynn Peterson, P.E.
Secretary of Transportation

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Lorena Eng, P.E.
NW Region Administrator

March 27, 2013

Dan Marcinko, Director of Public Works
City of Snoqualmie Public Works
38624 SE River Street
P.O. Box 987
Snoqualmie, WA 98065

Subject: SR 202, MP 26.3 (Kimball Creek vic.)
Kimball Creek Bridge Replacement
Letter of Support – PSRC 2013 Rural Town Centers and Corridors Program

Dear Mr. Marcinko:

The Washington State Department of Transportation (WSDOT) is submitting this letter in support of the City of Snoqualmie's above mentioned roadway improvement project along SR 202.

The SR 202 Kimball Creek Bridge Replacement project is a complete replacement of both the SR 202 Kimball Creek Bridge and the Centennial Trail Bridge, which is adjacent on the western side of the roadway. The roadway will be widened to meet current WSDOT geometric highway design standards and the bridge will be designed in accordance with WSDOT and AASHTO LRFD Bridge Design standards. The existing bridges are located between two of the most visited attractions in the City – Snoqualmie Falls to the north, which is the second most visited tourist attraction in the State and the Snoqualmie Railroad Depot to the south in the City's historic downtown district, which is a national landmark and attracts more than 150,000 visitors each year.

This letter of support is based on the design concept only. As details are finalized, WSDOT will also need to review and approve applicable design and construction plans. We look forward to working with the City to expedite this important project.

Sincerely,
Washington State Department of Transportation

Michael A. Cotten, P.E.
Assistant Regional Administrator – King and Snohomish Counties

cc: Project File/Day File
E. Conyers (Highways and Local Programs)
M. Beauliue (North King Traffic)

MC:rp

March 25, 2013

Peter Heffernan
Puget Sound Regional Council
1011 Western Avenue
Seattle, WA 98104

Re: Grants for 2013 Rural Town Centers and Corridors Program

Dear Mr. Heffernan,

This letter is in support of the City of Snoqualmie's grant applications for the 2013 Rural Town Centers and Corridors Program. This would encompass both the construction of Phase 2 of the Town Center Infrastructure Improvement Project and design for the replacement of the State Route 202 Kimball Creek Bridge.

Phase 2 of the Town Center Infrastructure Improvement Project will reconstruct Railroad Avenue SE (State Route 202) to a two-lane roadway with many amenities beneficial to downtown businesses. The downtown business owners have expressed great satisfaction with Phase 1 of the project and are enthusiastic about all of the elements of Phase 2.

The State Route 202 Kimball Creek Bridge Replacement design project is a complete replacement of both the State Route 202 Kimball Creek Bridge and the Centennial Trail Bridge along the roadway leading from Snoqualmie Falls to the Historic District of downtown Snoqualmie. It will be beneficial to businesses by providing improved roadway and better driving and walking conditions for residents and tourists alike. It is greatly needed as Snoqualmie Falls is visited by more than 2 million people each year.

The Snoqualmie Valley Chamber of Commerce fully supports these projects. Our local Chamber of Commerce is a 300-member strong organization that represents the cities of Snoqualmie, North Bend, and the unincorporated areas of Fall City, Preston, and the Snoqualmie Pass recreation areas.

We look forward to working with the City of Snoqualmie on these important infrastructure projects.

Sincerely,

Ross Bentley
Interim Co-Director
Snoqualmie Valley Chamber of Commerce

Danny Evatt
Interim Co-Director
Snoqualmie Valley Chamber of Commerce

	Addressed in Element Policies. Appropriate connections will be determined as part of sub-area planning and provided with development in UGA			
3. Residential neighborhoods near High School	Develop a residential parking permit zone (RPZ) program	City	$50,000	Work with School District to control parking spill over from high school.
	Included in Street/Alley Maintenance Program above.			
SR Parkway Median Landscaping	Replant Snoqualmie Parkway median plantings in City-maintained Phase I sections	City	$120,000	Developer mitigation funds
Cottages at Heights Street Lights	Add street lights on SE Gove St.	City	$52,800	CDBG

C BRIDGES and MAINTENANCE				
				completed
Kimball Creek Bridge on SR 202 south of Snoqualmie Parkway	Replace and widen bridge. Coordinate design to accommodate the trail underneath the bridge.	City/ WSDOT	$3,000,000	
Meadowbrook Way SE - Bridge #1	Reconstruct bridge including pedestrian/bicycle facilities	City	$450,000	
Meadowbrook Way SE - Bridge #2	Reconstruct bridge including pedestrian/bicycle facilities	City	$450,000	
SR 202 Snoqualmie River Bridge Replacement	Included to be consistent with 2010-2015 CFP	WSDOT	$28,000,000	
D. SR 202 CORRIDOR IMPROVEMENTS				
Tokul Road SR 202 Roundabout	Realign Tokul Road approaching to SR 202 and reconstruct intersection as a Roundabout.	City	$7,360,000	TIB/ mitigation/ WSDOT

Historic Downtown Improvements Phase II (SE Fir Street to SE Newton Street)	Acquire additional ROW to shift travel lanes westerly, add angle parking to east side, and provide combination of angle and parallel parking on west side of SR202 between King St. and River St., as approved by WSDOT; Construct needed channelization revisions at King St. and River St. intersections and between King St. and Fir St. and River St. and Newton St.; Relocate transit stop southerly between River St. and Newton St.; Add sidewalk/trail on the west side of SR 202 between Fir St. and Newtson St.; Add angle parking both sides between River St. & Newton St. and between King St. and Fir Street where feasible and approved by WSDOT; Overlay roadway between Fir St. and Newton St.	WSDOT/ City	TBD after design and WSDOT approval	Revised per Downtown Master Plan recommenda-tions TIB/ Federal Grants/ WSDOT
SR 202 Phase III Corridor Study (SE King (Fir) St. to SE Northern St.)	Improve lane width, intersections, parking access, on-street parking, sidewalks, street lighting, streetscape and traffic calming measures	WSDOT/ City	$3,956,000	TIB/ Mitigation funds
SR 202 Phase IV Corridor Study (SE Newton St. to Meadowbrook Way SE)	Sidewalks, ADA CC&G, Planting strips, street trees, storm water improvements, traffic calming measures, transit stops and overlay	WSDOT/ City	$5,085,000	TIB/ Mitigation funds
SR 202 Phase V Corridor Study (SE Fir St. to Snoqualmie Parkway	Repair failed sub base, widen and overlay roadway, bike paths, streetscape	WSDOT/ City	$5,070,000	TIB/ Mitigation funds
SR 202 Phase VI Corridor Study (Snoqualmie Parkway to Western City Limits	Overlay & widen existing roadway, sidewalks, ADA improvements, bike-ped paths	WSDOT/ City	$4,800,000	TIB/ Mitigation funds
Intersection of SE Beta Street and Falls Ave. SE	Channelize the intersection to provide free movements on eastbound traffic on Beta Street to northbound on Falls Ave. and eliminate a stop for southbound traffic on Falls Ave. making right turn on Beta Street	City	$500,000	This project should be improved with project below.
Intersection of SE Beta Street and SR 202	Provide intersection improvements consistent with the SR-202 Corridor Plan that connect with realigned Falls Avenue and Beta St. intersection.	City	$500,000	This project should be improved with project above.
	Included in EDA infrastructure project underway			See Historic Downtown Improvements above.
Intersection of SE Fir Street and Maple Ave.	Modify the 5-legged intersection to favor the movements between SE Fir Street and Maple Avenue. Add a traffic circle, if effective.	City	$250,000	
	See first project listed under SR 202 Corridor Improvements above.			


City of Snoqualmie
Kimball Creek Bridge
Legend
March 28th, 2013
Streams
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Feet
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E
S
SNOQUALMIE PKWY
Kimball Creek
Kimball Creek Bridge
RAILROAD AVE SE
RAILROAD PL SE
SE NORTHERN ST.
SE NORTHERN ST

City of Snoqualmie
SR 202 Bridge over Kimball Creek
Replacement Design Funding

The City of Snoqualmie is seeking funding for a design to replace the SR 202 Kimball Creek Bridge and the Centennial Trail Bridge which is adjacent on western side of the roadway. The bridges are located just south of the Snoqualmie Parkway intersection.

Vicinity Map

Existing Conditions

The existing SR 202 Bridge is a three span concrete T-beam bridge with a total length of 86 feet. The T-beams are integrated into the rectangular columns of the piers and abutments making this a concrete rigid frame structure. The concrete frame detailing does not meet current seismic design and detailing standards. The structure is functionally obsolete with virtually no shoulders on either side and has an inadequate hydraulic opening. The open concrete bridge baluster and curb has been updated with the Standard WSDOT Thrie Beam Rail Retrofit details.

Photo 1: Existing SR 202 Bridge over Kimball Creek

The Centennial Trail is a ½-mile paved trail that parallels the railroad tracks and SR 202 in historic downtown Snoqualmie. The trail meets the Snoqualmie Ridge Trail at the intersection of SR 202 and Snoqualmie Parkway. The Centennial Trail then continues north to SE 69th Place. To cross Kimball Creek, the trail is on a multi-span bridge composed of a timber deck on recycled railroad flatcars supported on timber bents. It has a clear width of 8.5 feet between the timber balustrade type railings. This current width does not meet the AASHTO or WSDOT Design Manual (Chapter 1515) Shared-Use path design standards, which require a minimum paved width of 10 feet plus minimum 2 foot wide shoulders. Both of the paved trail approaches dip down below the surrounding area and below the flood plain elevation. The bridge middle span is approximately at the same elevation as the adjacent roadway. Bridge approach spans on either end function as ramps between the paved trail at the lower elevations and the middle span of the bridge. As a result these approach spans are also within the flood plain.

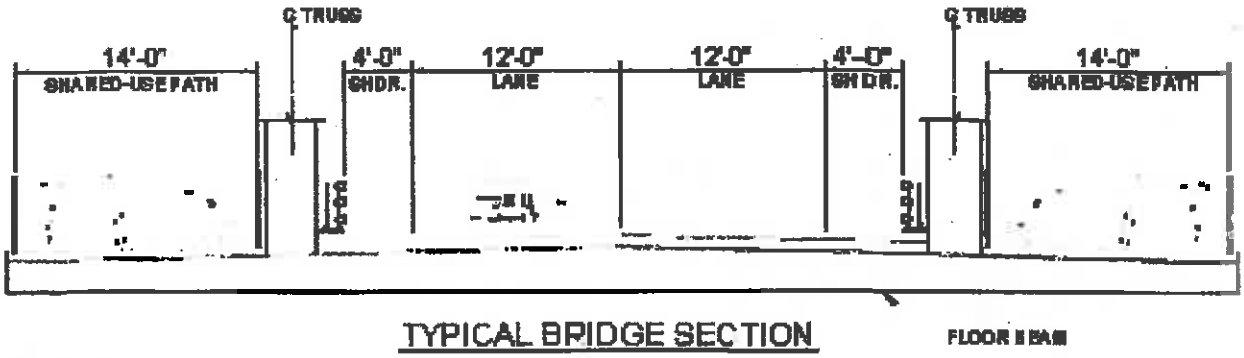
The historic downtown is located south along SR202. Snoqualmie Falls is the 2nd most visited tourist attraction in the State and the Snoqualmie railroad depot in Snoqualmie's downtown historic district is a national landmark and attracts more than 150,000 visitors each year.

Photo 2: Existing Centennial Trail Looking South at the North Approach and Bridge

Project Approach

The project is a complete replacement of both the SR 202 Roadway and Centennial Trail Bridges. The roadway would be widened to meet current WSDOT geometric highway design standards. The bridge would be designed in accordance with WSDOT and AASHTO LRFD Bridge Design standards.

The Centennial Trail would be widened and relocated onto a Shared-Use Trail Deck cantilevered from the west side of the new bridge. Trail design will meet Federal ADA regulations and WSDOT Design Manual standards. Trail approaches would be raised and relocated to align with the new cantilevered deck. This will allow removal of the timber bents and approach spans from the floodplain improving the hydraulic opening. The new trail location, alignment and increased width will not only improve the multi-use function of the trail but will maintain access during more frequent flood events. A matching cantilevered deck would be included on the east side for a future Multi-Use Trail.



TYPICAL BRIDGE SECTION

The City has expressed a desire for the new structure to be a "Gateway" into the community similar to the Mount Si Road Bridge over the Middle Fork of the Snoqualmie River in North Bend. This example bridge is a 240-foot steel Parker through Truss with a 40-foot roadway width. A through tied-arch type bridge could also be considered as a suitable type. Replacing the existing bridge with a single span will allow removing the piers from the waterway. By using a though truss or arch type bridge, the depth of structure will be less than a typical girder supported bridge with benefit to the hydraulic opening.

Photo 3: Mount Si Bridge over Middle Fork of the Snoqualmie River, North Bend

Design Cost Estimate

Replacement design will include the following disciplines to allow for bid ready documents, environmental determinations, and permits:

Disciplines	Estimated Design Cost
Survey	$ 18,000
Geotechnical	$ 20,000
Hydraulics	$ 60,000
Structural	$ 352,000
Roadway	$ 100,000
Utilities	$ 50,000
Environmental	$ 65,000
Contingency (10%)	$ 66,000
Total =	$ 731,000

Design Schedule